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<p>(54) Title: ADJUSTABLE VEHICLE TIRE STUD SYSTEM</p> <div data-bbox="305 1136 1333 1633"></div> <p>(57) Abstract</p> <p>Adjustable vehicle tire stud system, optionally operated by solar cells and wireless remote control, allowing a quick traction adjustment from the driver's seat when required for better road grip on slippery and icy roads.</p>		

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ADJUSTABLE VEHICLE TIRE STUD SYSTEM

The present invention ~~relates~~ to a movable tire stud system, optionally operated by solar cells and wireless remote control, allowing a quick traction adjustment from the driver's seat when required for better road grip on slippery and icy roads.

A wide variety of systems for improving traction on icy and slippery roads have been constructed. However, most systems do not function satisfactorily in the long run. They are often worn out too quickly due to the considerable wear and tear such systems must endure during the course of driving.

Many systems, like Icelandic laid-open publication #131970 require air pressure to move studs in and out. Like in shock absorbers, the air will compress and consequently such studs are easily forced back into the tires without improving traction satisfactorily.

Other systems, like U.S. Patent # 2941566, requires studs to penetrate the tire casing. According to professionals, penetration of the tire casing will in the long run lead to air leakages and humidity in the tire causing steel belt corrosion and tire separation.

Norwegian patent application #922913 and WO A1 9416913 do not have the disadvantages mentioned above ~~regarding~~ use of air pressure and tire casing penetration because that system is based on incompressible hydraulic fluid and mounted into the tires on the outside of the tire casing. However, such a movable stud system should preferably be used on larger tires or on tires especially molded and thereby having sufficient rubber thickness for such a system.

Experiments has led to the stud system hereby presented as it has several advantages. First, it may be mounted on small vehicle tires presently on the market without considerable changes in the production of such tires.

Secondly, the stud system mentioned herein ~~is more accessible and easy to repair and maintain~~ than most systems molded into the tires.

Many attempts have been made to adjust components on a spinning wheel from the driver's seat. Publications show various connections between the wheels and an hydraulic pump positioned in the vehicle body. Such arrangements necessitate the use of rotating unions that sooner or later will leak due to the considerable wear and tear on such components.

The present invention solves this problem by a new combination of solar cells (50,55) and wireless remote control (6A,6B,6D) and an hydraulic pump (1) for air-free, incompressible fluid positioned in the wheel rim center. Considering that the movable studs are only used occasionally and that the hydraulic pump is frequently exposed to sunrays or daylight, solar cells seems very suitable for such a system. Besides, such facilities makes it easier for the drivers to concentrate on the traffic and thereby increase traffic safety. To avoid traffic jam due to icy and slippery roads, traction adjustment from the driver's seat may be a good solution.

At last, but not at least, the present invention offers a considerably shorter braking distance on icy, slippery roads than by the use of ordinary studs. This is possible by designing the studs with a narrowed portion close to the stud tip. That makes the stud tip edge sharper so that the stud grips the ice like a claw. A tilting cylinder-shaped ordinary tire stud will slide much more easily due to it's shape. In other words, not only will the present invention help drivers to get more easily from one place to another on icy, slippery roads, it may also offer better traffic safety, less accidents and saved lives.

Consequently, there is an obvious need for the movable stud system as presented herein. The need is met by making available a stud system of the type precisely defined in the appended patent claims.

The stud system in accordance with the present invention is hereby described more closely by referring to exemplary embodiments thereof and with reference to the enclosed drawings wherein:

Figure 15 shows the main part of the adjustable stud system including one transmitter (6B) located at the exterior of the vehicle body. The transmitter is connected to a control panel in the driver's compartment. For example, by pressing switches connected to the transmitter, the driver thereby sends signals by wireless remote control to the receiving remote control (6A) located in the wheel rim, making the hydraulic pump (1) ~~move~~ move the studs (90) in or out, to a retracted or protruded position in the stud hole or sleeve/housing (18).

The hydraulic pump (1), including electromotor (4), rechargeable battery (5), remote control for signal reception (6A), piston (12), piston guides (11), hydraulic pressure chamber (3) and solar power cell(s) (50,55) is for example located centrally in the wheel rim in a cylindrically shaped box, preferably made of metal, together constituting an hydraulic pump (1). To avoid rotation of the piston (12) when the electromotor (4) is running, the piston guide pins (11) are protruding into the piston (12) to keep it in a stable position and counteract rotation. Consequently, the shaft (75) connected coaxially to the electromotor (4), will screw the piston back or forth, depending on which way the electromotor is rotating. Wires connect the solar cells to battery and motor. Figure 100 shows a cross section of the wheel, including the hydraulic pump (1) and components as mentioned above.

The piston (12) has a sealing (12A) to avoid leakage and maintaining hydraulic pressure necessary to move studs (90) out or to achieve vacuum and stud retraction when the piston is screwed back towards the electromotor (4). Hydraulic conduits between the hydraulic pump (1) and the studs (90) may for instance be shaped like tubes (9), preferably reinforced by a flexible steel sleeve (9) and a wire (70). The wire (70) shown on figure 14 C will counteract the centrifugal force when the wheel is rotating, thereby keeping the studs and stud housing means (90,18) in a stable position. Elastic means (40,45) which may for example be springs or thick rubber tubes, will function as shock absorbers or protection for the hydraulic conduits (9).

Figure 14 shows the wheel seen from the outside.

The tube (24) positioned like a circle in the wheel rim, functions like a distributor of hydraulic fluid from the pump (1) to the hydraulic tubes (9) and stud housing means (30). A wire (17) attached to the stud housing means (30) by the tire shoulder, may be tightened by a nut (35), thereby pulling the stud housing means closer to the tire. A lid (50^B) may be tightened by screws (95), thereby both fastening the wire (17) to the stud housing means (30) and also fastening the hydraulic tube (9) better to the stud housing means.

Figure 11H, and figure 10^Y 25^Y shows stud housing means (18) having protruding edges (23) adapted to fit the adjacent tire shoulder pattern to better secure the studs in their position when friction, braking or acceleration tend to tilt the studs. A nut (80) mounted on the stud housing means (18) is designed to be gripped by a tool, so that studs are easily replaced when needed.

Figure 100 also shows an air storage compartment (96) for air pressure reserves transferable to the tire, optionally available.

Instead of the electromotor (4) there may be mounted a handle by which it is possible to screw the piston (12) back and forth, thereby also moving studs (90). If so, there is no need for the solar cell (50,55), remote control (6a,6B, battery(5) when the pump is only operated manually.

Figure 6R and figure 7D shows a cross section of the tire where also a wire (16) positioning the movable stud system to the tire is shown. At each end of the wire (16) the wire has an enlargement (19) like a nut or wire-head, by which the stud housing means (18) may be pressed towards the tire by tightening the nut at the end of the wire.

Fig. 200 shows a cross section of a tire having a protecting shield (26B) on the outside of the hydraulic conduits (9).

Inside the shield (26B) there may be a passage through which may be treaded a thin hydraulic tube (9) to be fastened to a tube (24) mounted in a circle parallel or close to the rim edge. Said thin tube may be attached to other tube (24)

which serves as a distributor of hydraulic fluid to the studs or channels the fluid back to the pressure chamber in the rim when the studs move back to retracted position.

Fig.100 shows a cross section also of a protecting shield (26A) which is shaped almost like loose white side walls to be mounted on tires for ornamental reasons. However, in figure 100 and 20, the shield serves both as means for positioning the hydraulic tubes correctly on the tire side walls, being attached to the tubes (9) by clips, screws, etc. ⁽⁴⁶⁾ ^{as well as} ~~and also~~ protecting the hydraulic tubes (9) from shocks when driving.

The wire (16) mounted in or at the tire tread may be stiff or easy to bend or twist by consisting of several small wires attached together. The wire may also have a shape that is more flat and wide, like a band ^(16B), of a strong, durable material, for example metal, to be mounted on the tire tread.

Figure 10 show a stud (90) having a narrow section close to the stud tip. Seen from the side, the stud tip's flat end has in relation to the stud tip's side an angle of less than 90degrees, enabling the stud to grip the ice like a claw, especially when being tilted slightly. The outer diameter at the end of the stud tip is larger than the diameter of the narrowed part.

Figure 100 also show a solar cell having a larger diameter, designed to energize heating wires close to movable studs and piston (12).

C I A I M S

1) System of vehicle tire studs movable ^(air-free) of incompressible hydraulic fluid.

characterized in that the movable stud system has means ^(16B, 16C, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26A, 26B, 26C) for positioning ~~said~~ system on the outer surface of the tires.

2) Stud system as claimed in claim 1, ⁽¹⁶⁾ wherein said positioning means comprise wires to be mounted into the tire tread pattern on the outside of the tire casing and adjustable attachment devices on the outside of the wheel/tire sides (17,19).

3) System as claimed in claim 1, ^{(16B) of strong, durable material, for example metal} wherein said positioning means comprise bands to be mounted on the tire tread on the outside of the tire casing.

4) System as claimed in claim 2 or 3, wherein hydraulic conduits (9) have the double function of supplying incompressible hydraulic fluid from a hydraulic pump to the movable studs as well as stabilizing the position of said studs outside the tire shoulders.

5) System as claimed in claim 4, ^(26A, 26B, 26C) wherein said system has a protecting shield ~~(25)~~ on the outside of the hydraulic conduits (9).

6) System as claimed in claim 4,
wherein each stud has a narrowed portion close to the flat, straight end of the stud tip, designed to improve the road grip of the studs even when tilted slightly due to friction, acceleration, breaking etc..
the outer diameter at the very end of said stud tip being significantly larger than the diameter of said narrowed portion.

7) System as claimed in claim 4,
wherein elastic means (40,45) at the wheel rim provide some flexibility to the incompressible hydraulic fluid conduits, thereby absorbing shocks and protecting said conduits from leakages and from being easily torn loose.

8) System as claimed in claim 2 or 3.
wherein each respective one of a plurality of stud housing means (fig.100,18) has an exterior shape adapted to fit the adjacent tire shoulder by having a sloping wall facing the tire shoulder allowing the studs to be positioned at approximately 90 degrees angle in relation to the road pavement when touching it.

9) System as claimed in claim 4,
whereby said system has one or several solar cells charging one or several rechargeable batteries, said solar cells and batteries both being positioned in the wheel rim.

10) System as claimed in claim 9,
wherein said system has defrosting means for removing ice from the hydraulic pump and the stud housing means.
for example by means of heating wires energized from said batteries.

11) System as claimed in claim 4.

wherein the system has centrally positioned in the wheel rim a unit comprising solar power cell(s), one or several rechargeable batteries, remote control devices and said hydraulic pump.

12) System as claimed in claim 4,

wherein said hydraulic pump is adapted to be operated manually by a handle, said pump being positioned in the center of the wheel rim.

13) System as claimed in any of the preceeding claims, wherein each ^{wheel rim}~~tire~~ has a storage compartment for air pressure reserves transferable to the tire, when needed for improving road grip on various ice and snow conditions by tire pressure adjustments.

14) System as claimed in claim 11.

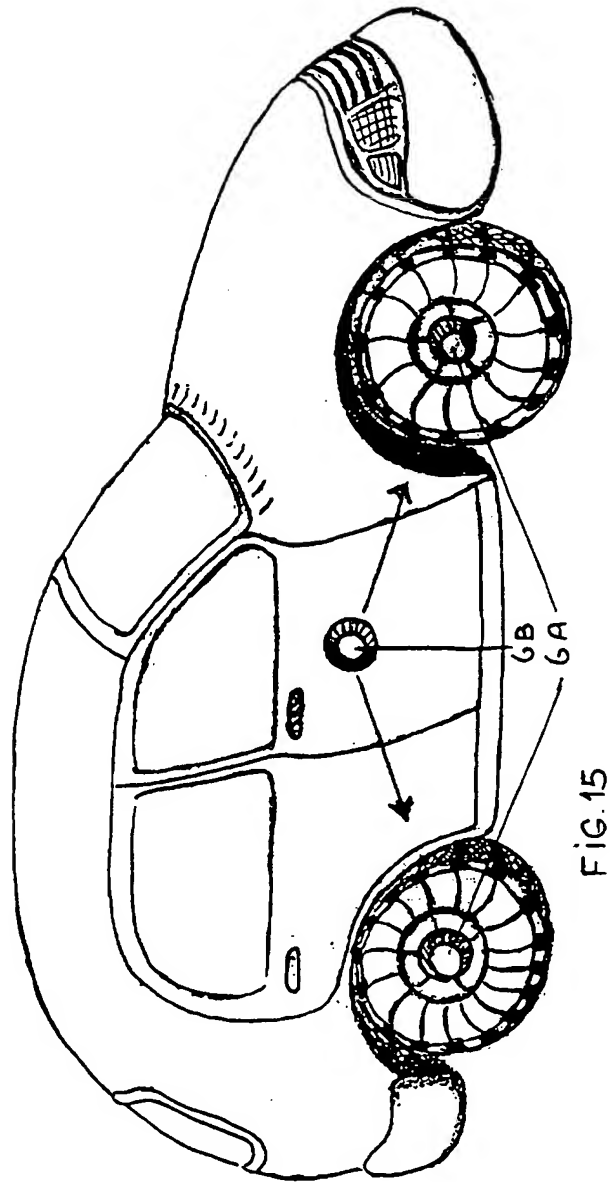
wherein said remote control devices are adapted to respond to radio frequency transmissions from at least one transmitter ^(Fig. 15, 6B) located at the exterior of the vehicle body, said at least one transmitter being connected to a control panel in the driver's compartment.

15) System as claimed in claim 8,

wherein said stud housing means (18) has exterior protusions (23) adapted to fit the adjacent tire shoulder pattern thus better securing the studs in their position when friction, braking or acceleration tend to tilt the studs.

16) system as claimed in claim 8,

wherein said stud housing means contains a nut (30), said nut designed to be gripped by a tool, thereby allowing easy replacement of studs when needed.



"DRIVER'S SNOWSHOES" - BILTRUGER V/IVER HANSEN:

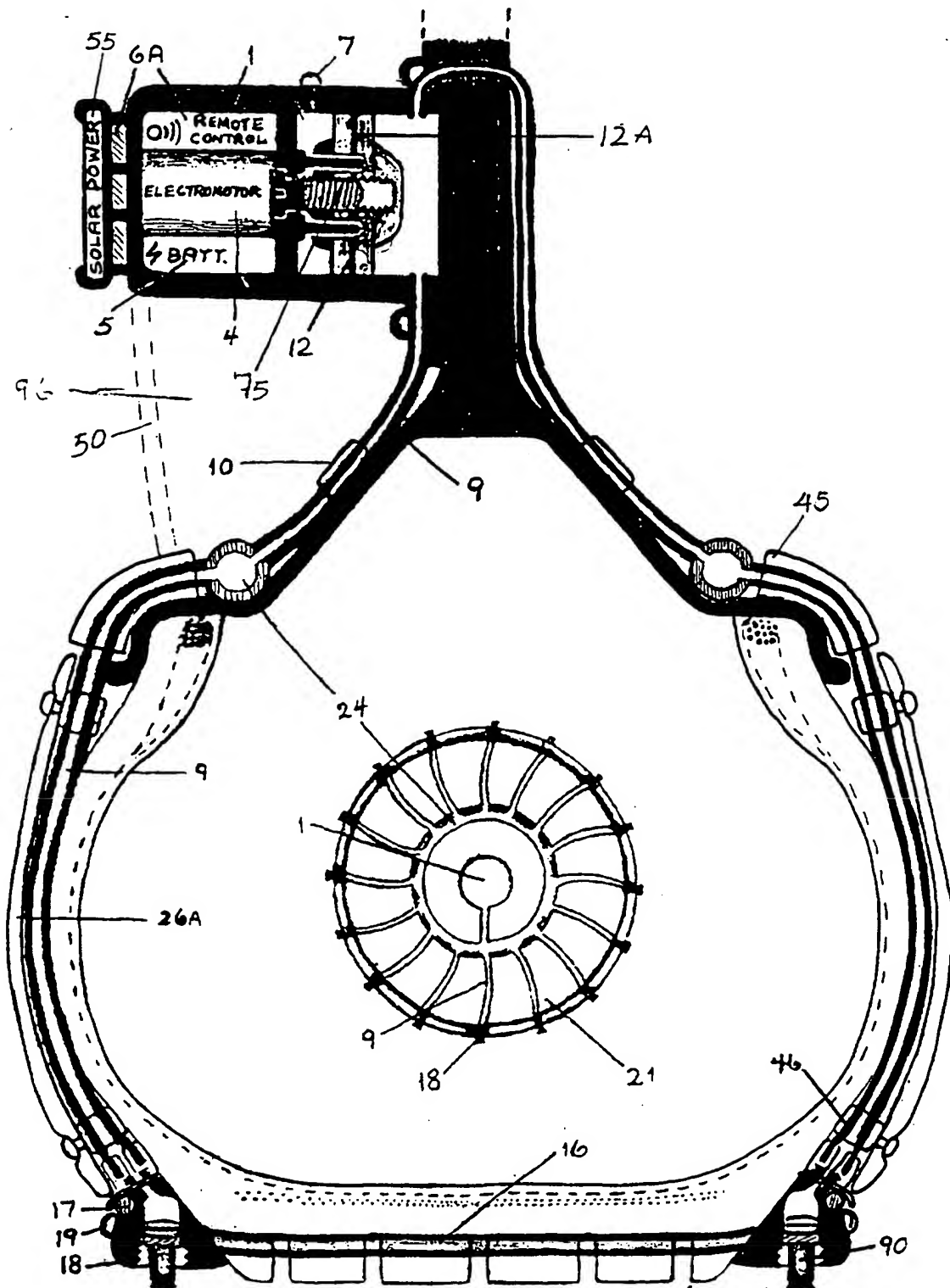
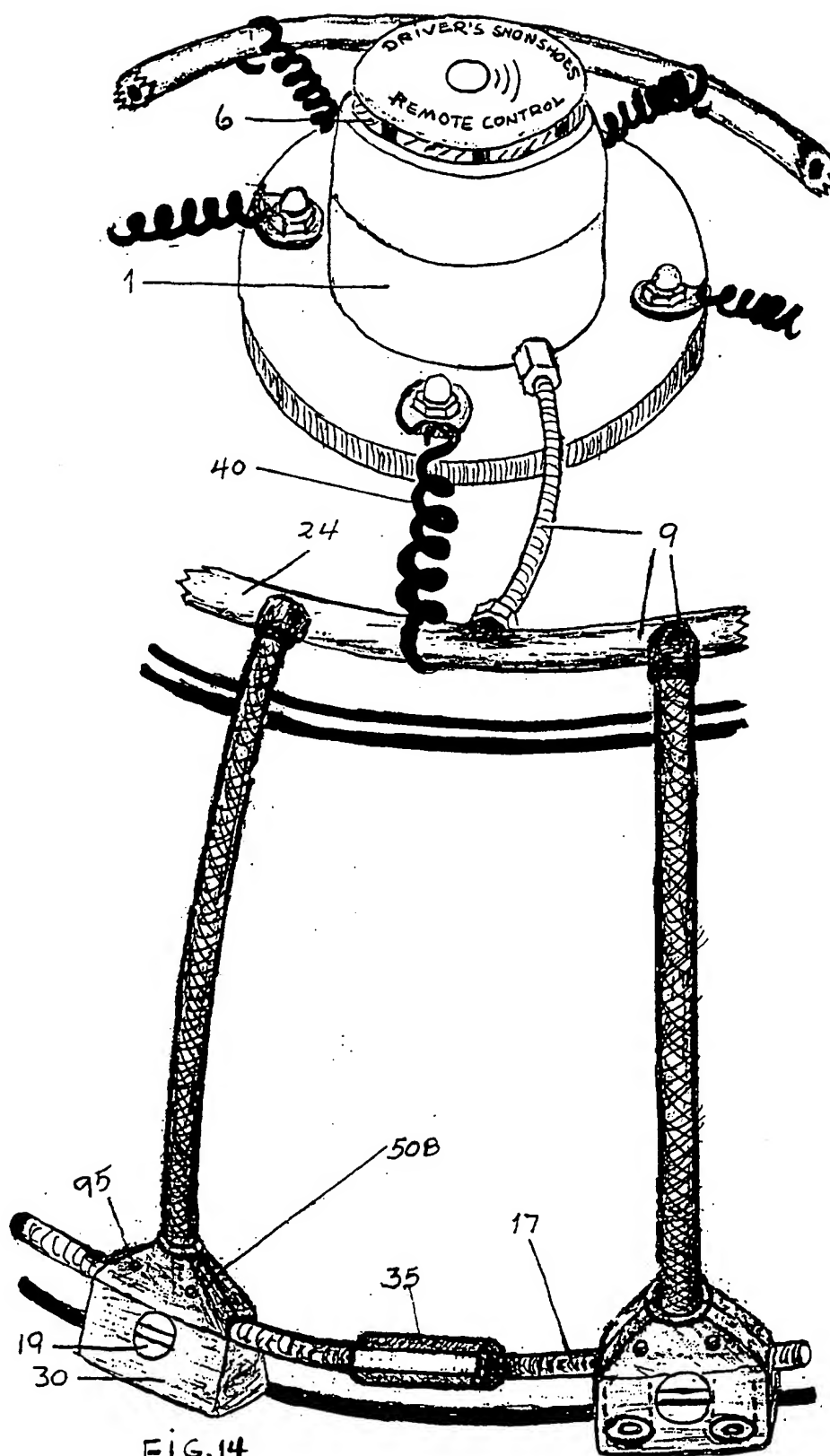


FIG.100



4/10

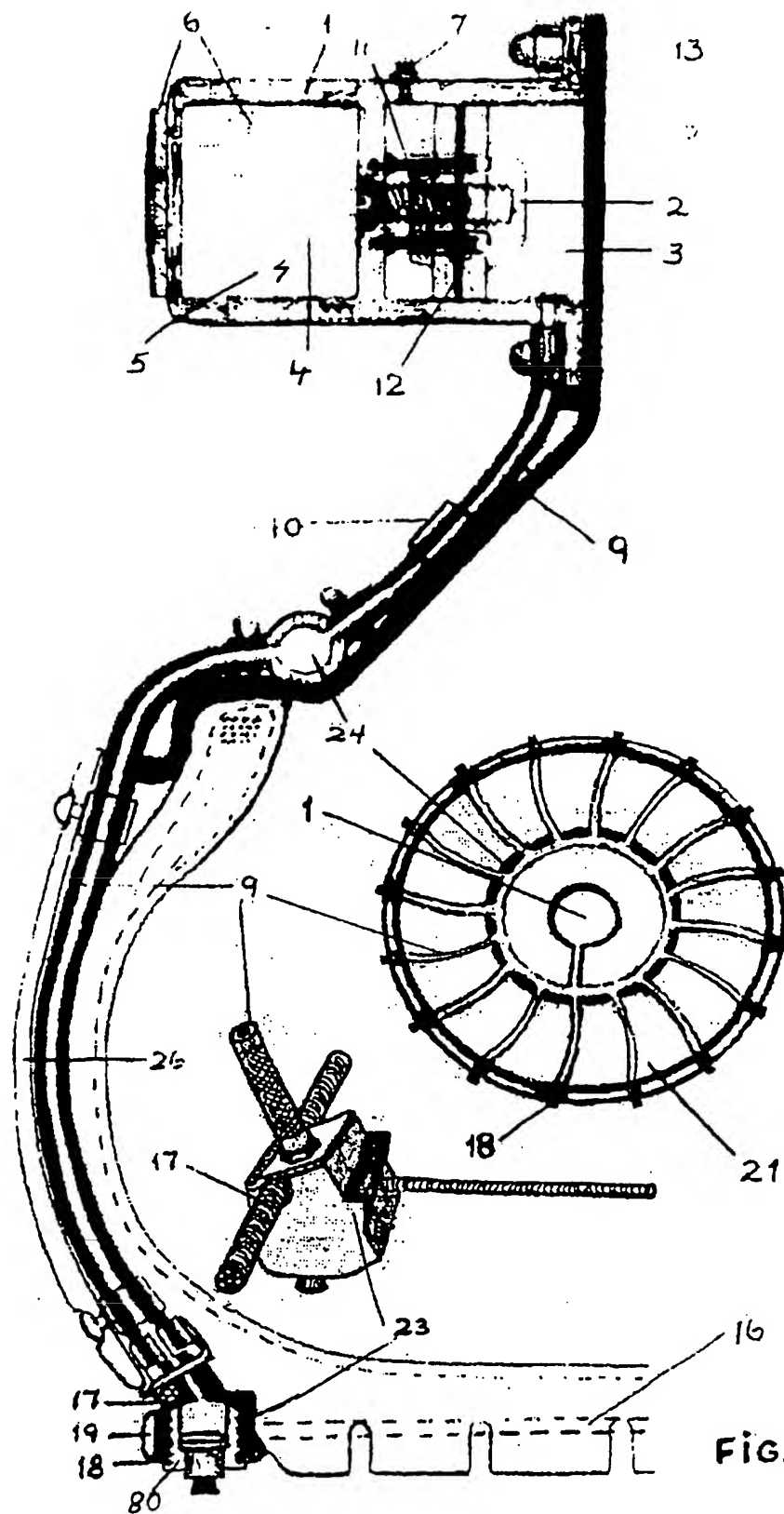
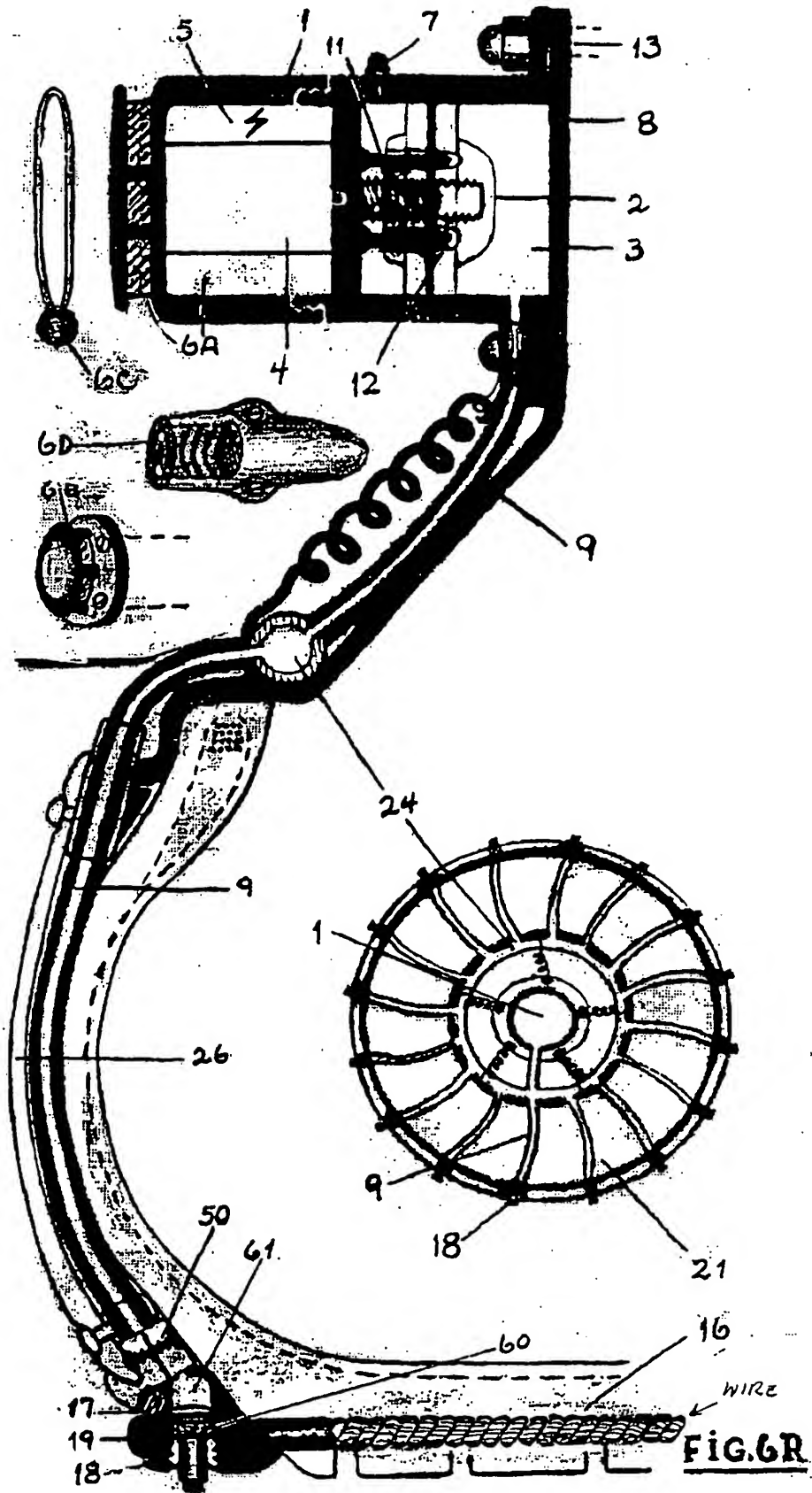
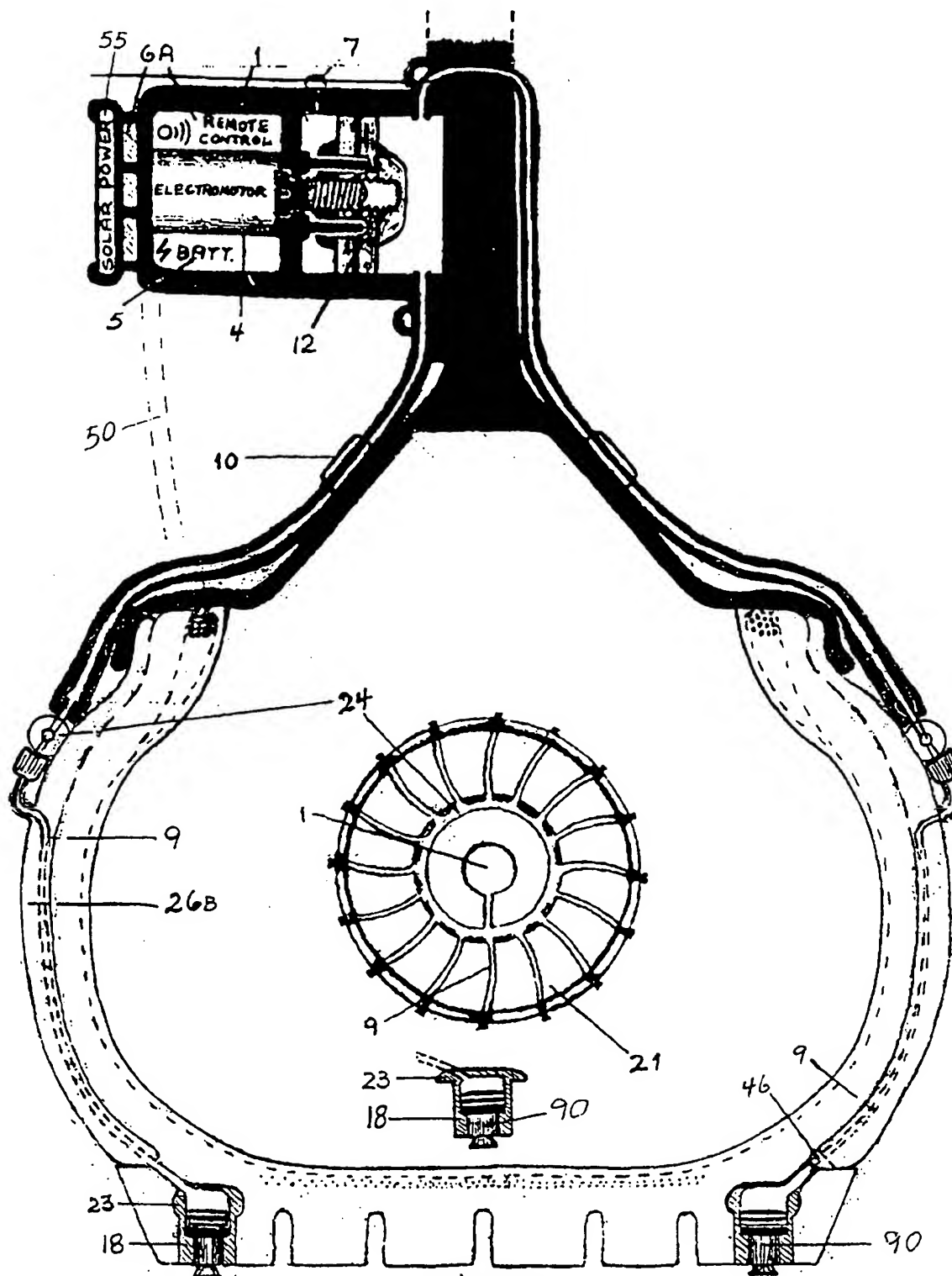


FIG. 11H



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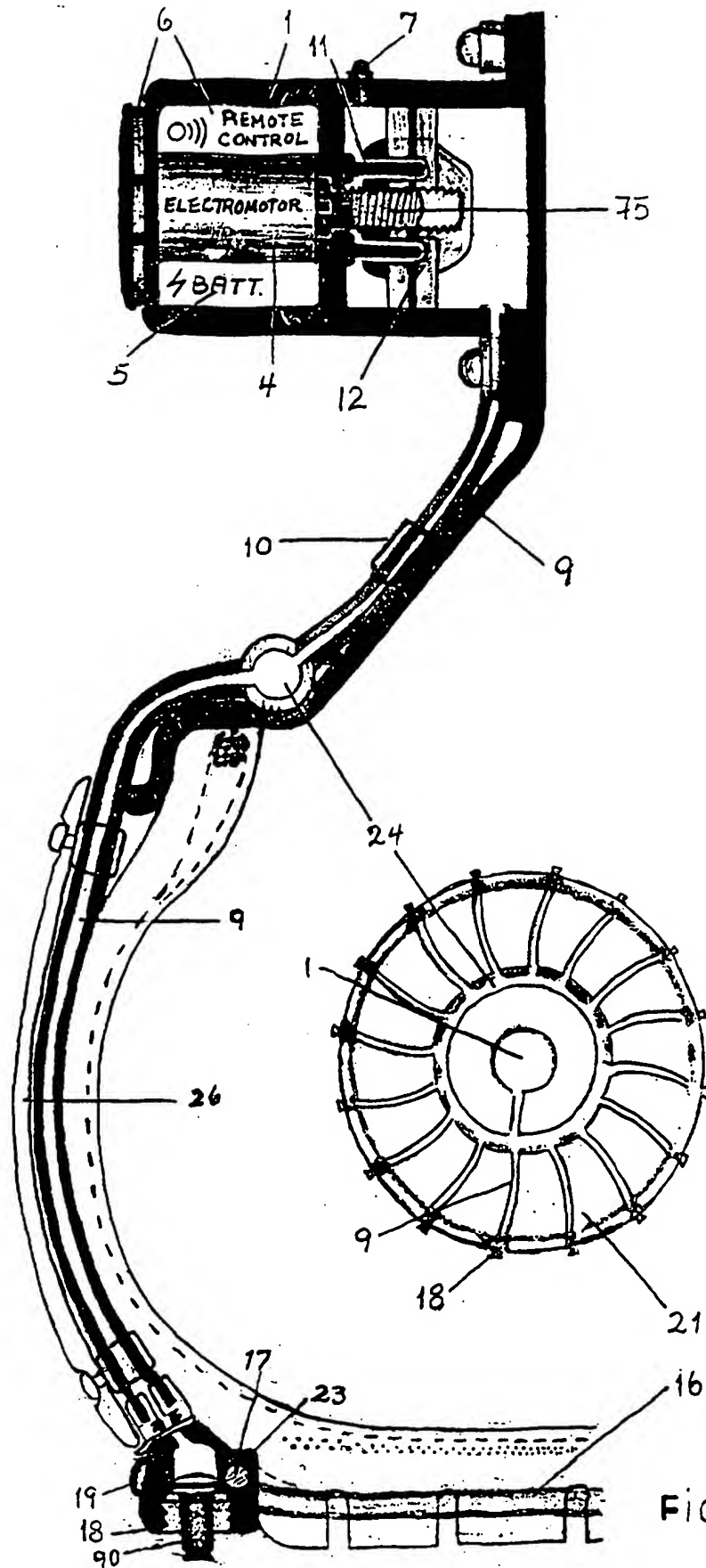
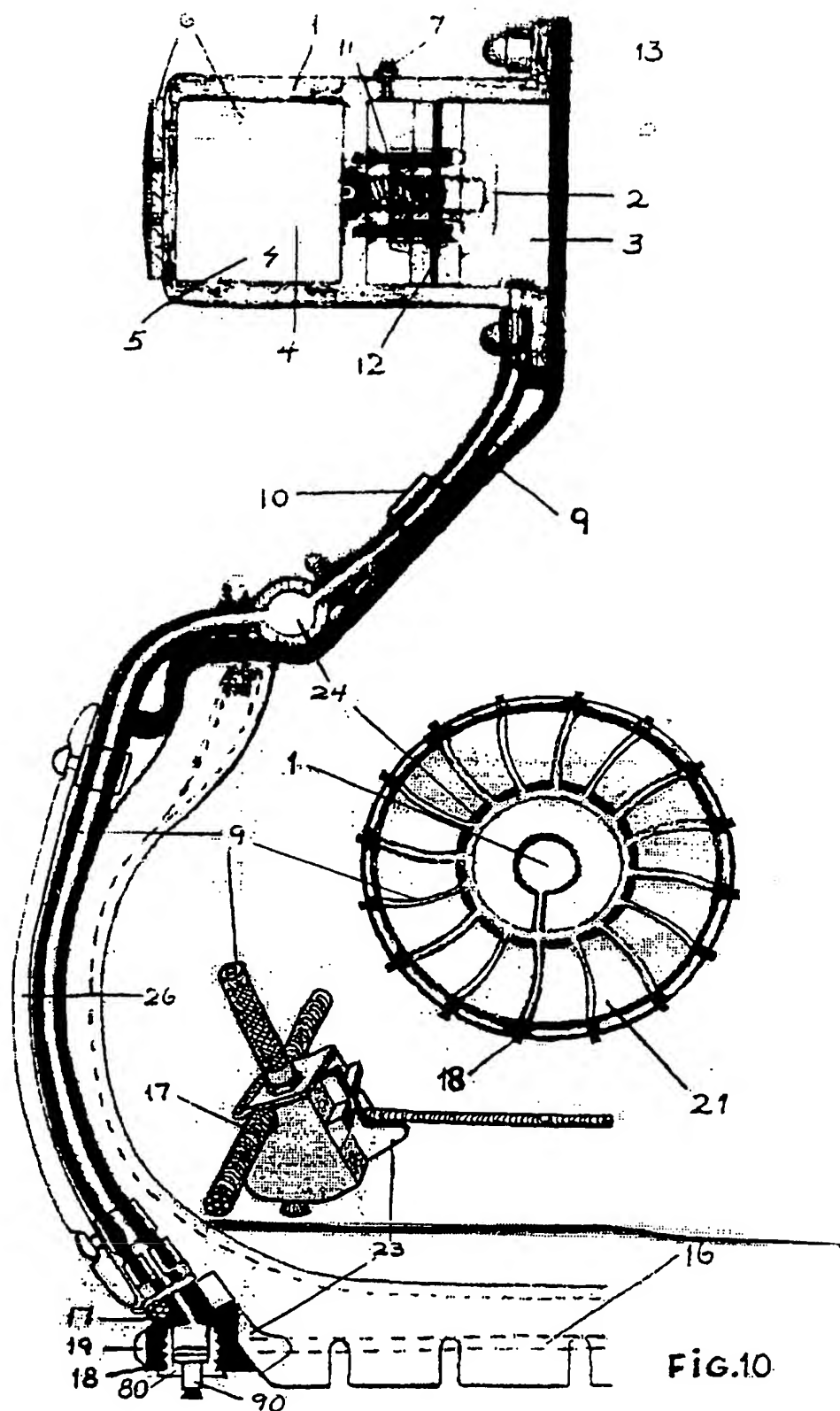


FIG. 7D



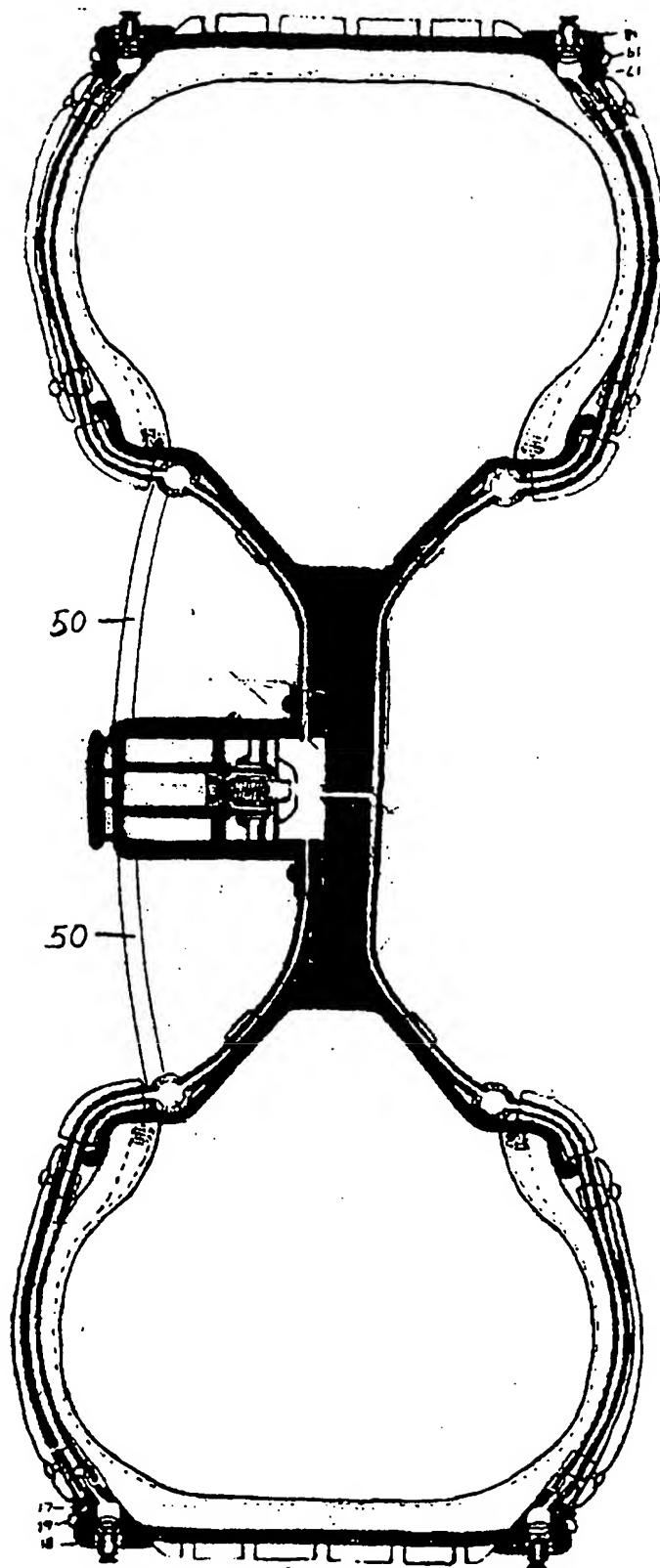
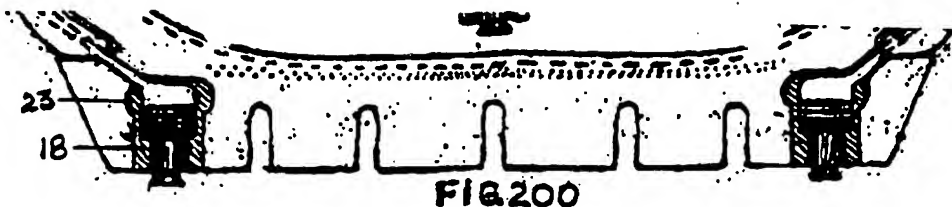
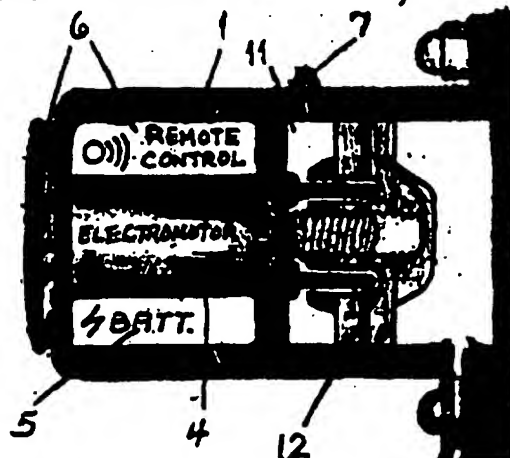


FIG.101



TILLEGG TIL PATENTSAK NR 953043, IVER HANSEN:



FACSIMILE AS RECEIVED BY OBVIOUS ERROR IN TRANSMISSION BY THE NORWEGIAN PATENT OFFICE/ PATENTSTYRET, OSLO, NORWAY. THE REMAINDER OF THE DRAWING WOULD BE OBVIOUS FROM CLAIM # 3, CLAIM #5, CLAIM # 6, CLAIM # 7 and the general description as filed on January 2, 1997.

ACCORDING TO WIPO AND PATENT LAWYERS, the rest of the drawing, fig.200(B), should consequently be acceptable according to PCT ART. 3(2), ART.34(2)(b), ART.19, ART.28 and according to other PCT legislation.

INTERNATIONAL SEARCH REPORT

International application No.

PCT/NO 97/00001

A. CLASSIFICATION OF SUBJECT MATTER		
IPC6: B60C 11/16 According to International Patent Classification (IPC) or to both national classification and IPC		
B. FIELDS SEARCHED		
Minimum documentation searched (classification system followed by classification symbols)		
IPC6: B60C		
Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched		
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Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	WO 9416913 A1 (HANSEN, IVER), 4 August 1994 (04.08.94)	1
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A	US 3400744 A (A.G. MULLER), 10 Sept 1968 (10.09.68)	1
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A	US 4119132 A (RIES), 10 October 1978 (10.10.78)	1
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A	US 5088534 A (ENGEL), 18 February 1992 (18.02.92)	1
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<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> See patent family annex.		
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INTERNATIONAL SEARCH REPORT
Information on patent family members

04/03/97

International application No.

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Patent document cited in search report	Publication date	Patent family member(s)	Publication date
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